

# Allen Matkins

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**Kamran Javandel**  
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Direct Dial: 415.273.7473 | File Number: 116090-00061/SF967224.01

## **Via Email/FedEx**

June 12, 2015

Statewide Geophysical Coordinator  
California State Lands Commission  
200 OceanGate, 12th Floor  
Long Beach, CA 90802-43331

### **Re: Proposed AT&T/Verizon Cable Burial Verification Surveys - Pre-survey Notification**

Dear Statewide Geophysical Coordinator,:

On behalf of our client, AT&T Corp., please see the attached pre-survey notification for cable burial verification surveys required by the terms of certain California State Lands leases issued to AT&T (PRC 8154.1, PRC 8278.1, PRC 8203.1, PRC 8204.1, PRC 8144.1) and a lease and permit issued to Verizon (successor in interest to PRC 8141.1, Permit No. 8140.9) for the placement of those cables. On May 13, 2015, Global Marine Systems Limited (GMSL), the selected operator, submitted an application for a 3-Year Offshore Geophysical Survey permit needed to perform these surveys. GMSL's application is scheduled to be considered at the California State Lands Commission's June 29, 2015 hearing. The target dates for the proposed surveys are July 3 through August 27, 2015.

The following documents in support of this pre-survey notification are attached:

- Attachment 1 – Pre-survey Notice Requirements Checklist
- Attachment 2 – Pre-survey Notification Form (including survey location navigation charts and survey equipment specifications)
- Attachment 3 – Copies of emails transmitting the 21-day pre-survey notification to the U.S. Coast Guard, harbormasters, and dive shops
- Attachment 4 – Marine Wildlife Contingency Plan
- Attachment 5 – Oil Spill Contingency Plan (and CDFW approval letter)

Allen Matkins Leck Gamble Mallory & Natsis LLP  
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Statewide Geophysical Coordinator

June 12, 2015

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- Attachment 6 – International Air Pollution Prevention Certificate and Supplement
- Attachment 7 – Verification of Equipment Service and/or Maintenance

If you have any questions, please contact me at (415) 273-7473 or by email at [kjavandel@allenmatkins.com](mailto:kjavandel@allenmatkins.com).

Very truly yours,

*/s/ Kamran Javandel*

Kamran Javandel

KJ

Enclosures

cc: Richard Greenwood, State Lands Commission  
Kelly Keen, State Lands Commission  
Paul Stalley, GMSL  
Robert Wargo, AT&T  
Frank Salley, Verizon  
Jim Burroughs, Allen Matkins

# **ATTACHMENT 1**

## **EXHIBIT G**

### **California State Lands Commission Presurvey Notice Requirements for Permittees to Conduct Geophysical Survey Activities**

All parts of the Presurvey Notice must be adequately filled out and submitted to the CSLC staff a minimum of twenty-one (21) calendar days prior to the proposed survey date to ensure adequate review and approval time for CSLC staff. Note that one or more of the items may require the Permittee to plan well in advance in order to obtain the necessary documentation prior to the Notice due date (e.g., permits from other State or Federal entities).

Please use the boxes below to verify that all the required documents are included in the Presurvey Notice. If “No” is checked for any item, please provide an explanation in the space provided. If additional space is needed, please attach separate pages.

<b>Yes</b>	<b>No</b>	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Geophysical Survey Permit Exhibit F (pending approval at 6/29 Commission hearing)
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Survey Location (including a full-sized navigation chart and GPS coordinates for each proposed track line and turning point) Explanation: _____
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Permit(s) or Authorization from other Federal or State agencies (if applicable) Explanation: <u>No other permits required</u>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	21-Day Written Notice of Survey Operations to Statewide Geophysical Coordinator/
<input checked="" type="checkbox"/>	<input type="checkbox"/>	U.S. Coast Guard Local Notice to Mariners/
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Harbormaster and Dive Shop Notifications Explanation: _____
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Marine Wildlife Contingency Plan Explanation: _____
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Oil Spill Contingency Plan Explanation: _____
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Verification of California Air Resources Board's Tier 2-Certified Engine Requirement Explanation: <u>See attached International Air Pollution Prevention Certificate and supplement</u>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Verification of Equipment Service and/or Maintenance (must verify sound output) Explanation: _____
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Permit(s) or Authorization from California Department of Fish and Wildlife for surveys in or affecting Marine Protected Area(s) (if applicable) Explanation: <u>Coordinated with CDFW re work in Point Arena Marine Conservation Area</u>

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NOTE: CSLC staff will also require verification that current biological information was obtained and transmitted as outlined in Section 5 of this permit.



# **ATTACHMENT 2**

## EXHIBIT F

### PRESURVEY NOTIFICATION FORM

Applicant/Permittee's Mailing Address		Date:	June 12, 2015
Global Marine Systems Limited	Jurisdiction: Federal	State	X Both
New Saxon House	If State: Permit #PRC		
Winsford Way	Region:	III/IV	
Boreham Interchange	Area:	Morro Bay/Point Arena	
Chelmsford; Essex			
Essex; CM2; 5PD; England	<b><u>GEOPHYSICAL SURVEY PERMIT</u></b>		

Check one: \_\_\_\_\_ New survey X \_\_\_\_\_ Time extension of a previous survey

Global Marine Systems Ltd (Applicant/Permittee) will conduct a geophysical survey offshore California in the survey area outlined on the accompanying navigation chart segment. If you foresee potential interference with commercial fishing or other activities, please contact the person(s) listed below:

#### FEDERAL WATERS (outside 3 nautical miles)

- 1) Applicant's representative
- 2) Federal representative (e.g., Bureau of Ocean Energy Management [BOEM] or National Science Foundation [NSF])

NOTE: Any comments regarding potential conflicts in Federal waters must be received by the Applicant's Representative and lead Federal agency within ten (10) days of the receipt of this notice.

#### STATE WATERS (Inside 3 nautical miles)

- 1) Permittee's representative
- 2) CSLC representative

NOTE: Any comments regarding potential conflicts in State waters should be received as soon as possible by the Permittee's representative, no more than fifteen (15) days after the receipt of this notice.

1. Expected Date of Operation July 3 - August 27
2. Hours of Operation 24/7
3. Vessel Name Wave Venture
4. Vessel Official Number 902722
5. Vessel Radio Call Sign MZD07
6. Vessel Captain's Name John Tollady/Mark Nash
7. Vessel will monitor Radio Channel(s) 16
8. Vessel Navigation System DGPS

9. Equipment to be used See attached

- a. Frequency (Hz, kHz)\_\_\_\_\_
- b. Source level (dB re 1  $\mu$ Pa at 1 meter (m) [root mean square (rms)])\_\_\_\_\_
- c. Number of beams, across track beamwidth, and along track beamwidth\_\_\_\_\_  
\_\_\_\_\_
- d. Pulse rate and length\_\_\_\_\_
- e. Rise time\_\_\_\_\_
- f. Estimated distances to the 190 dB, 180 dB, and 160 dB re 1  $\mu$ Pa (rms) isopleths\_\_\_\_\_  
\_\_\_\_\_
- g. Deployment depth\_\_\_\_\_
- h. Tow speed\_\_\_\_\_
- i. Approximate length of cable tow\_\_\_\_\_

**Applicant's Representative:**

Paul Stalley  
New Saxon House; Winsford Way; Borreham Interchange  
Chelmsford; Essex; CM2 5PD; England  
+44 1245 703272  
Paul.Stalley@globalmarinesystems.com

**California State Lands Representative**

Richard B. Greenwood  
Statewide Geophysical Coordinator  
200 Oceangate, 12th Floor  
Long Beach, CA 90802-4331  
(562) 590-5201

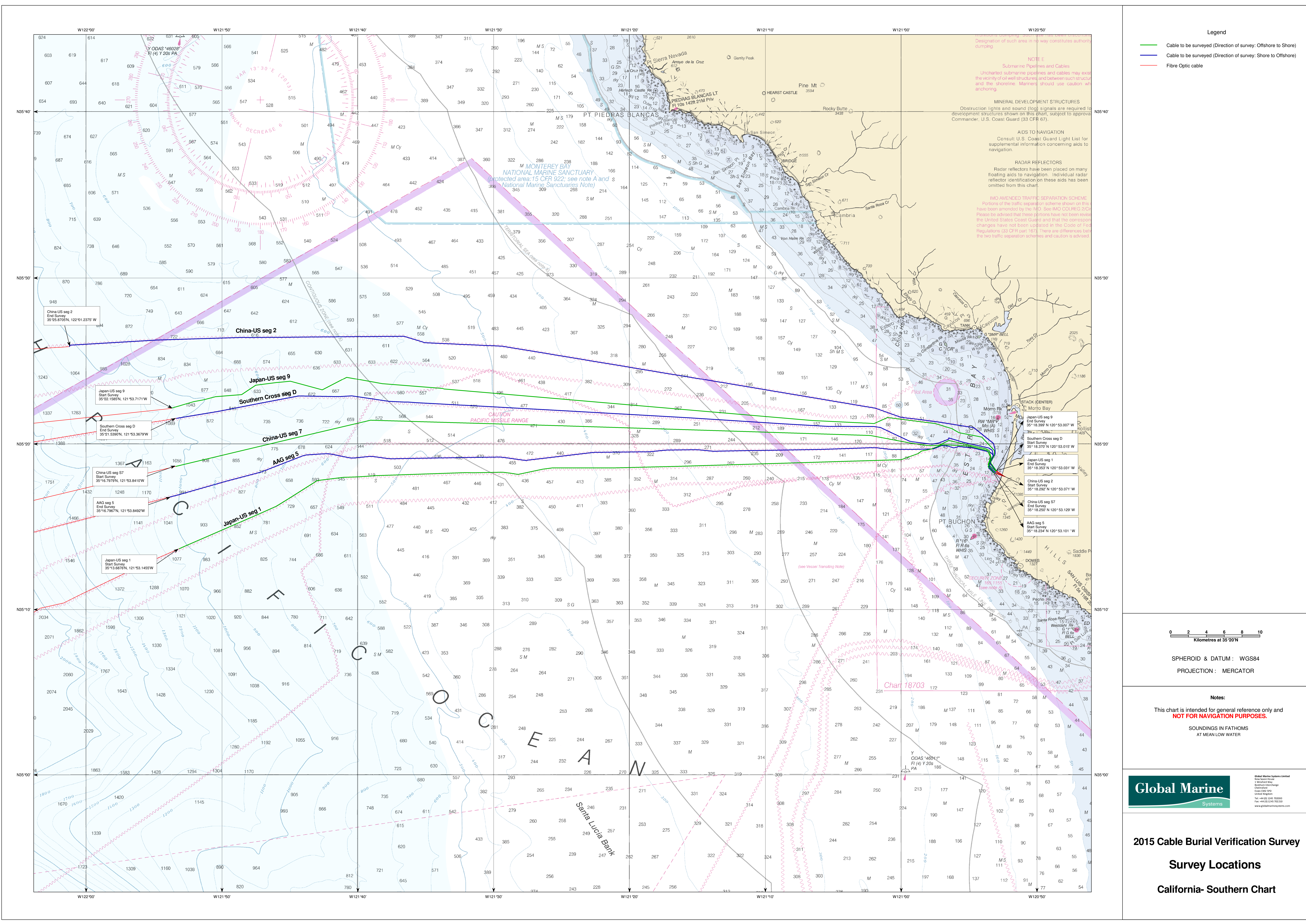
**BOEM Representative**

Joan Barminski  
Regional Supervisor  
Office of Strategic Resources  
770 Paseo Camarillo  
Camarillo, CA 93010  
(805) 389-7585

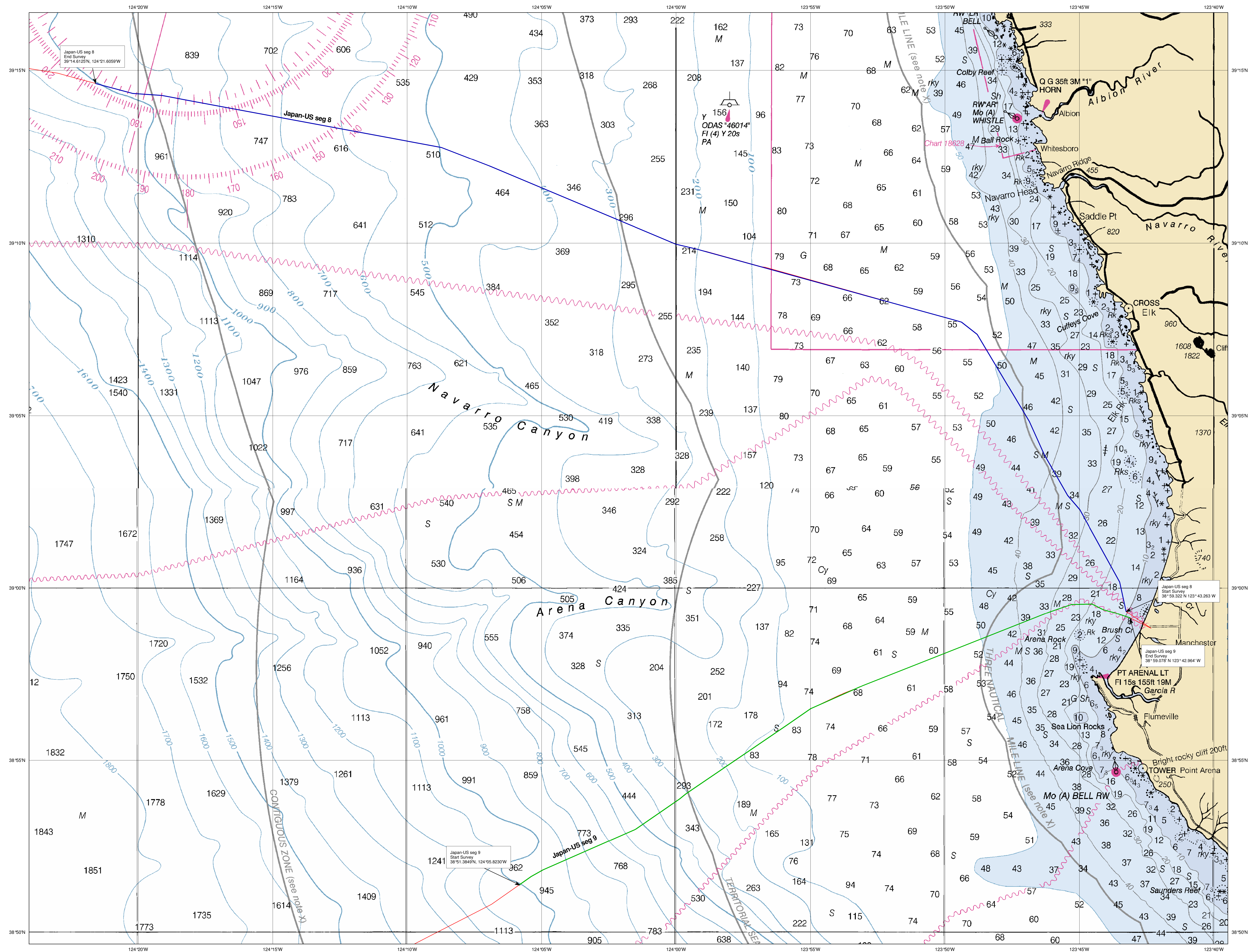
**Other Federal Representative (if not BOEM):**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_









- Legend
- Cable to be surveyed (Direction of survey: Offshore to Shore)
  - Cable to be surveyed (Direction of survey: Shore to Offshore)
  - Fibre Optic cable



SPHEROID & DATUM : WGS84  
PROJECTION : MERCATOR

Notes:  
This chart is intended for general reference only and  
**NOT FOR NAVIGATION PURPOSES.**

SOUNDINGS IN FATHOMS  
AT MEAN LOW WATER



Global Marine Systems Limited  
One Green Road  
Singapore 118808  
Tel: +65 (0) 6345 5555  
Fax: +65 (0) 6345 5555  
www.globalmarinesystems.com

2015 Cable Burial Verification Survey  
Survey Locations  
California- Northern Chart



## GMSL SURVEY EQUIPMENT SPECIFICATIONS

Equipment class	Model Name	Frequency	Source level	Number of beams	Across track beam width	Along track beam width	Pulse rate	Pulse length	Rise time	Distances to 190/180/160 re 1uPa (rms) isopleths	Deployment depth	Tow speed	Length of cable tow	Power	Description/Use
Bathy	Tritech Seaking 700 series Bathy altimeter	500kHz	n/a	1	6° conical	n/a	180 degrees per second	n/a	n/a	n/a	Operating/water depth	Ship/ROV speed	ROV mounted	24-28VDC at 8VA	Indicates depth and altitude of ROV.
Profiler	Tritech Super Seaking Profiler DFP	600 or 1100 kHz	210dB re 1 uPa at 1m	1	1°-2° conical	n/a	n/a	n/a	n/a	n/a	Operating/water depth	Ship/ROV speed	ROV mounted	18-36VDC	Provides seabed profile around the ROV.
Profiler	Tritech Seaking Profiler DFP	580 or 1200 kHz	210dB re 1 uPa at 1m	1	1°-2° conical	n/a	n/a	n/a	n/a	n/a	Operating/water depth	Ship/ROV speed	ROV mounted	18-36VDC	
DVL	RDI WHN1200 Workhorse Navigator	1200kHz	214dB	4	1.4 conical	n/a	n/a	n/a	n/a	n/a	Operating/water depth	Ship/ROV speed	ROV mounted	24-50VDC at 3 watts	Distance Velocity and attitude log.
USBL	Sonardyne Dimona USBL	<b>Transmitting:</b> 21.5 – 26.5kHz Directivity index: 8dB Power: 25 watts <b>Receiving:</b> Operating envelope: +/-80 degrees Sensitivity: 100dB Directivity index: 10dB	Transmitting: 193dB	n/a	n/a	n/a	Can be set at 0.5 to 99 seconds	Can be set at 1, 2, 4, and 8m/sec	n/a	n/a	Operating/water depth	Ship speed	Ship mounted	5VDC 400mA	Tracks the position of the ROV on the seabed.
ROV Beacons	Applied Acoustics	Transmit: 27-33kHz	200dB	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Operating/water depth	Ship/ROV speed	ROV mounted	n/a	Feedback the position of the

Equipment class	Model Name	Frequency	Source level	Number of beams	Across track beam width	Along track beam width	Pulse rate	Pulse length	Rise time	Distances to 190/180/160 re 1uPa (rms) isopleths	Deployment depth	Tow speed	Length of cable tow	Power	Description/Use
	<b>Midi AAE 945B</b>	Receive: 17-27 kHz													ROV to the USBL system. Up to 4 beacons to be mounted on the ROV and used at any one time.
	<b>Applied Acoustics Midi AAE 949B</b>	Transmit: 27-33kHz Receive: 17-27 kHz	191dB	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Operating/water depth	Ship/ROV speed	ROV mounted	n/a	
	<b>Midi AAE 940B</b>			n/a	n/a	n/a	n/a	n/a	n/a	n/a	Operating/water depth	Ship/ROV speed	ROV mounted	n/a	
	<b>Fat boy AAE 962B</b>	Transmit: 27-33kHz Receive: 16-26 kHz		n/a	n/a	n/a	n/a	n/a	n/a	n/a	Operating/water depth	Ship/ROV speed	ROV mounted	n/a	
	<b>Mini AAE 919</b>	Transmit: 27-33kHz Receive: 16-26 kHz	188dB	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Operating/water depth	Ship/ROV speed	ROV mounted	n/a	
	<b>Midi AAE 935</b>	Transmit: 27-33kHz Receive: 16-26 kHz	200dB	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Operating/water depth	Ship/ROV speed	ROV mounted	n/a	
	<b>Fat Boy AAE 972B</b>	Transmit: 27-33kHz Receive: 16-26 kHz	212dB	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Operating/water depth	Ship/ROV speed	ROV mounted	n/a	
	<b>RM15</b>			n/a	n/a	n/a	n/a	n/a	n/a	n/a	Operating/water depth	Ship/ROV speed	ROV mounted	n/a	

# **ATTACHMENT 3**



## **Javandel, Kamran**

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**From:** Javandel, Kamran  
**Sent:** Friday, June 12, 2015 11:55 AM  
**To:** 'D11LNM@uscg.mil'  
**Subject:** Local Notice to Mariners  
**Attachments:** Pre-Survey Notification Form with attachments

USCG Local Notice to Mariners  
Commander (dpw)

Please see the attached pre-survey notification for an upcoming geophysical survey project.

Please contact me if you have any questions.

### **Kamran Javandel Esq.**

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(415) 273-7473 (direct)  
(415) 837-1516 (fax)

**Allen Matkins**  
CHALLENGE. OPPORTUNITY. SUCCESS.

## **Javandel, Kamran**

---

**From:** Javandel, Kamran  
**Sent:** Friday, June 12, 2015 12:04 PM  
**To:** 'shawnstam@gmail.com'  
**Subject:** Pre-Survey Notification - SLO Divers, Morro Bay  
**Attachments:** Pre-Survey Notification Form with attachments

Sean,

Pursuant to general notice requirements of the California State Lands Commission General Permit to Conduct Geophysical Surveys, please see the attached pre-survey notification, which I am transmitting to you for posting at your dive shop.

Please contact me if you have any questions.

### **Kamran Javandel Esq.**

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Three Embarcadero Center, 12th Floor, San Francisco, CA 94111-4074  
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**Allen Matkins**  
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## **Javandel, Kamran**

---

**From:** Javandel, Kamran  
**Sent:** Friday, June 12, 2015 12:37 PM  
**To:** 'eendersby@morro-bay.ca.us'  
**Subject:** Pre-Survey Notification - Morro Bay Harbor Master  
**Attachments:** Pre-Survey Notification Form with attachments

Eric,

Pursuant to general notice requirements of the California State Lands Commission General Permit to Conduct Geophysical Surveys, please see the attached pre-survey notification.

Please contact me if you have any questions.

### **Kamran Javandel Esq.**

Allen Matkins Leck Gamble Mallory & Natsis LLP  
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(415) 837-1516 (fax)

**Allen Matkins**  
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## **Javandel, Kamran**

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**From:** Javandel, Kamran  
**Sent:** Friday, June 12, 2015 2:06 PM  
**To:** 'PA-citymgr@mcn.org'  
**Subject:** Pre-Survey Notification - Point Arena Harbor Master  
**Attachments:** Pre-Survey Notification Form with attachments

Attn: City Harbor Master

Pursuant to general notice requirements of the California State Lands Commission General Permit to Conduct Geophysical Surveys, please see the attached pre-survey notification.

Please contact me if you have any questions.

### **Kamran Javandel Esq.**

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**Allen Matkins**  
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# **ATTACHMENT 4**

**GLOBAL MARINE SYSTEMS LIMITED**  
**MARINE WILDLIFE CONTINGENCY PLAN**

Submitted to

California State Lands Commission  
Mineral Resources Management Division  
200 Oceangate, 12th Floor  
Long Beach, CA 90802-4331

by

Global Marine Systems Limited  
New Saxon House  
1 Winsford Way  
Boreham Interchange  
Chelmsford  
Essex CM2 5PD  
England  
29 May 2015

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**GLOBAL MARINE SYSTEMS LIMITED**  
**MARINE WILDLIFE CONTINGENCY PLAN**

**1.0 INTRODUCTION**

This Marine Wildlife Contingency Plan (MWCP) is intended to serve as a guide to operations to avoid significant impacts to marine wildlife that may occur during geophysical surveys. Global Marine Systems Limited ("GMSL") is the proposed survey operator to perform cable burial verification surveys required by the terms of certain California State Lands leases issued to AT&T (PRC 8154.1, PRC 8278.1, PRC 8203.1, PRC 8204.1, PRC 8144.1) and a lease and permit issued to Verizon (successor in interest to PRC 8141.1, Permit No. 8140.9) for placement of those cables. GMSL performs these passive surveys using a remote operated vehicle equipped with video and still cameras and cable depth detection equipment.

The General Permit to Conduct Geophysical Surveys ("General Permit") requires permittees to, at least 21 calendar days prior to each survey, prepare a MWCP for review and approval by California State Lands Commission ("CSLC") staff.

**2.0 OPERATIONAL MEASURES FOR REDUCING IMPACTS TO MARINE MAMMALS AND TURTLES**

GMSL's project operations will utilize the following procedural techniques to limit the imposition of survey activities on any marine animals known to be within a sphere of influence.

**2.1 Pre-Survey Activities**

GMSL will contact the NOAA Long Beach office staff and local whale watching operations and shall acquire information on the current composition and relative abundance of marine wildlife offshore, and convey sightings data to the vessel operator and crew prior to departure.

An initial review of environmental responsibility of project operations will be undertaken at the beginning of each survey. When new personnel will be in the crew, this training will be repeated at least for those new to the crew. They will be made aware of their individual responsibility and will be shown how to be aware of possible environmental impacts and how to mitigate them within the geophysical survey vessel's operations. Information relating to seasonality, as an indication of the types of animals that might be in our survey area, at the time of survey work will also be presented to the crew(s). A copy of this document will be provided to each member of the geophysical survey team, as well as the crew of our survey vessel.

All personnel will be expected to be consistently aware that they are to be alert to any presence of marine wildlife while they are performing their duties. There are a number of signs/indications of marine wildlife presence and each crew member will be responsible to maintain vigilance for those signs within the constraints of their project duties. Some of those indications are:



- a. Sounds - such as splashing, vocalizations (by animals and birds), and blowing (breathing).
- b. Visual indications - birds aggregating, changes in water character such as areas of rippled water, white water caused by splashing, changes in color or shape of the ocean surface, spume, the disturbance of the normal sea view that can be caused by animals floating, rolling, diving, or leaping.
- c. Smell - on occasion marine organisms can be associated with smell from breath or defecation.
- d. Electronic observation – often the presence of schools of "bait fish" can be seen on some of the geophysical survey equipment. That presence, along with an increasing number of schools, can suggest that this area could possibly be associated with increased feeding activity of marine mammals and thereby suggest that increased awareness efforts should be undertaken. Under these circumstances, GMSL's personnel will be alerted to be more observant.

## **2.2 Designated Crew Member Monitor**

The General Permit provides that Marine Wildlife Monitors ("MWMs") "will not be required aboard vessels conducting survey activities that utilize, as the only form of geophysical equipment, non-pulse or non-acoustic generating, passive survey equipment (e.g. ROV, magnetometers, gravity meters)." (General Permit ¶ 7. h. iii.) Because GMSL performs these passive surveys using a ROV positioned just above the seabed (with depth detection equipment that operates only in the space between the ROV and the seabed/cable – not in the water column), MWMs are not considered necessary for these surveys. However, GMSL will utilize a designated crew member monitor ("DCMM") to perform the typical functions of a MWM. The DCMM shall have the authority to stop operations if, in the opinion of the DCMM, project operations have the potential to threaten or "take" a marine mammal or turtle. The DCMM will be present at the highest practical vantage point on the vessel and will use binoculars with magnification of at least 7 and an objective lens diameter of at least 50 to observe the surrounding area, and night vision goggles during nighttime operations.<sup>1</sup>

## **2.3 Operational Measures**

Operational measures to reduce impacts to marine mammals or turtles will include: 1) use of passive equipment to perform the survey, 2) collision avoidance while in transit, 3) collision avoidance during cable burial survey operations, and 4) slow vessel speeds.

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<sup>1</sup> For the cable installed pursuant to PRC 8144.1 (AT&T's Asia America Gateway Project), GMSL will take on two MWMs approved by the Coastal Commission Executive Director pursuant to the Coastal Commission permit requirements for that project.

### *Use of Passive Equipment*

As noted above, the survey is performed utilizing a ROV positioned just above the seabed. Depth detection equipment operates only in the small space (about 1 meter) between the ROV and the seabed, so no impact to marine wildlife is expected.

### *Collision Avoidance While in Transit*

While in transit to and from the work sites, the DCMM shall be on watch at all times. The DCMM will maintain verbal or radio communications with the officer on deck during all watches. During nighttime operations, the DCMM will use low-light binoculars or night vision equipment, whichever is more effective. Finally, vessel captains and crews shall be briefed on ways to avoid collisions between project vessels and marine mammals while in transit. These measures shall include:

- Maintain a watch for marine mammals at all times while vessels are underway;
- Do not approach any whales closer than 100 yards;
- Do not cut in front of a whale;
- Do not separate a whale mother and calf pair;
- If a whale is observed on an intersect course, reduce speed until the whale has safely passed;
- If a whale is moving on a parallel course, maintain a steady speed and course but do not go faster than the whale;
- If a whale becomes evasive or defensive, stop the vessel until the whale has left the area;
- While under way, provide a wide berth between any seals, sea lions, or sea otters and project vessels;
- If dolphins begin riding the bow wave of a support vessel near the project site, slow down or stop until the animals have left;
- In the unlikely event that a collision occurs, follow the collision reporting procedures outlined below.

### *Collision Avoidance During Cable-laying and Burial Operations*

Although the ship will be moving extremely slowly during cable-laying and burial operations, a chance of a collision between the ship and a whale, although unlikely, is still possible. Part of this

hazard comes not so much from a whale colliding with the ship or vice versa, but from a whale being injured by the propellers.

The methods to be employed by the team to avoid ship strikes during cable-laying and burial operations are:

- The DCMM will be on watch during all cable-laying and burying operations as described above.
- The DCMM shall have a 360-degree view of the water during such operations;
- If environmental conditions (e.g. high sea state, dense fog) preclude the DCMM from seeing out at least one nautical mile, the DCMM shall require available personnel aboard all work and support vessels to maintain heightened vigilance for an approaching marine mammal or sea turtle;
- All ship's personnel will be briefed so they know to report any whale sightings to the DCMM immediately;
- Such personnel shall have means of immediately communicating any sightings to the DCMM;
- If environmental conditions preclude the DCMM from seeing at least 100 yards from the vessel, the DCMM shall have the authority to order cessation of all project operations until visual conditions improve;
- The DCMM will maintain verbal or radio communications with the officer on deck during all watches;
- During nighttime operations, the DCMM will use low-light binoculars or night vision equipment, whichever is more effective;
- The DCMM shall have the authority to stop all project activities if, in the opinion of the DCMM, project operations have the potential to threaten or "take" a marine mammal;
- The DCMM has sole responsibility for determining whether a collision appears imminent, to request the steps be taken to prevent any collision, to determine when any chance of a collision has passed, and to request that the ship be returned to normal operations following a potential collision;
- If a marine mammal or sea turtle is observed within 1,000 feet (305 meters), the DCMM shall advise the ship captain and crew and begin taking actions to reduce the possibility of a collision;
- It is understood that smaller marine mammals, such as dolphins, routinely approach vessels closely and may even ride the bow wake. The approach of such animals

will not require taking action to avoid them unless, in the opinion of the DCMM, action is necessary to prevent adverse impacts;

- If a collision appears imminent, the DCMM will request that the speed of the vessel, if it is underway, be reduced as quickly and as much as possible;
- If a collision appears imminent, the DCMM will position himself in the best possible vantage point for helping to avoid the collision while still maintaining communications with the officer on deck;
- If a collision appears imminent, the DCMM will immediately request that other crew members join the watch. Such crew members shall have means of immediately communicating with the DCMM;
- In the unlikely event that a collision occurs, follow the collision reporting procedures outlined below.

### *Slow Vessel Speeds*

The survey will proceed along a linear path tracking each cable from shore to deep water, and will proceed at a slow and consistent speed. This speed is significantly slow in relation to transit speeds maintained by marine mammals and is only a little above the speed necessary to maintain steerage. It is also noted that marine mammals generally avoid large vessels, and would therefore likely maintain or increase distance from the survey equipment, if present.

## **3.0 COLLISION REPORTING**

In the event of a collision between the vessel and a marine mammal or reptile, the vessel operator will document the conditions under which the accident occurred. These conditions include:

- Vessel location (latitude, longitude) when the collision occurred;
- Date and time of collision;
- Speed and heading of the vessel at the time of collision;
- Observation conditions (e.g. wind speed and direction, swell height, visibility in miles or kilometers, and the presence of rain, fog) at the time of collision;
- Species of marine wildlife contacted (if known)
- Whether an observer was monitoring wildlife at the time of collision, and;
- Name of the vessel, owner/operator, and captain officer in charge of the vessel at the time of collision.

After a collision, the vessel shall stop, but will continue with operations if it is deemed that no further damage will result to the animal by doing so. The vessel shall then communicate by radio or telephone all details to the vessel's base of operations. From the vessel's base of operations, a telephone call shall be placed to the Stranding Coordinator, NMFS, Southwest Region, Long Beach. Alternatively, the vessel captain may contact the NMFS Stranding Coordinator directly using a cell phone.

It is unlikely that the vessel will be asked to stand by until NMFS or California Department of Fish & Wildlife (CDFW) personnel arrive, but this shall be determined by the Stranding Coordinator. Under the Marine Mammal Protection Act, the vessel operator is not allowed to aid injured marine wildlife or recover the carcass unless requested to do so by the NMFS Stranding Coordinator.

Collisions with marine wildlife will be reported promptly to the NOAA Fisheries Stranding Coordinator. The Stranding Coordinator will then coordinate subsequent action, including enlisting the aid of marine mammal rescue organizations, if appropriate.

Although the NOAA Fisheries has primary responsibility for marine mammals in both state and federal waters, CDFW should also be advised that an incident has occurred in state waters affecting a protected species. Reports should be communicated to the federal and state agencies listed below:

**FEDERAL**

Justin Viezbicke  
California Stranding Network Coordinator  
National Marine Fisheries Service  
(562) 980 3230 office  
(808) 313 2803 cell  
justin.viezbicke@noaa.gov

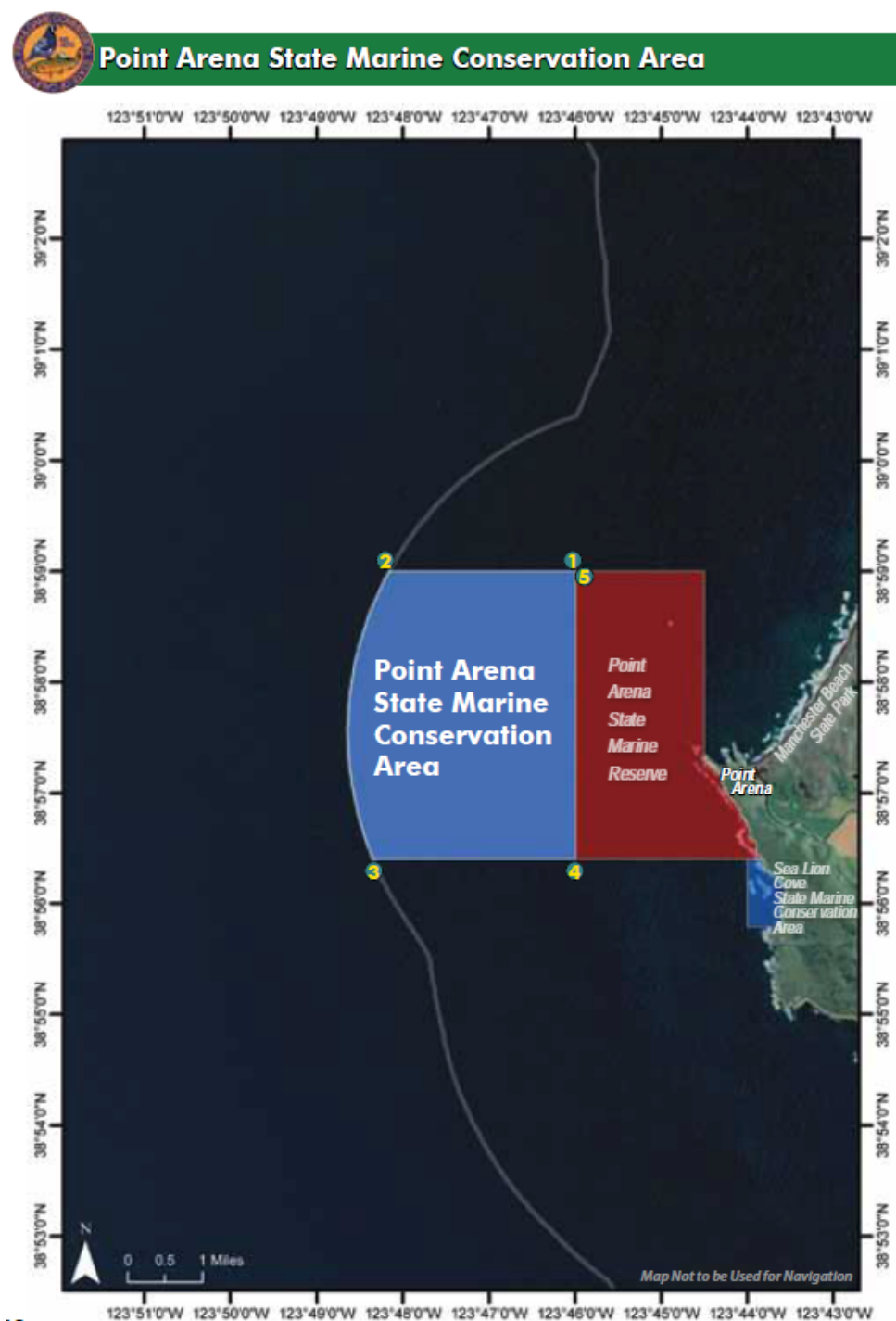
**STATE**

California Department of Fish &  
Wildlife Long Beach, CA 90802  
(562) 590-5132  
  
California State Lands  
Commission Division of Environmental  
Planning and Management Sacramento, CA  
(916) 574-0748  
slc.ogpp@slc.ca.gov

**4.0 MARINE PROTECTED AREAS**

The cable burial verification survey for the JUS-9 cable will cross through the northwest tip of the Point Arena State Marine Conservation Area. See Figure 1. GMSL is coordinating with CDFW regarding proposed work in this MPA.

FIGURE 1 – LOCATION OF POINT ARENA MPA



**Mitigation Measures for Pinniped Haul-out Sites  
near Montaña de Oro and Manchester Beach, California**

**Global Marine Systems Limited  
Fiber-optic Cable Surveys**

***Submitted to***

**California State Lands Commission  
Mineral Resources Management Division  
200 Oceangate, 12th Floor  
Long Beach, California 90802-4331**

***Prepared by***

**Marine Mammal Consulting Group, Inc.  
121 Via del Cielo  
Santa Barbara, California 93109**

**24 June 2015**

**Introduction**

Beginning in July 2015, Global Marine Systems Limited will be surveying submerged fiber-optic cables off Montaña de Oro, immediately southwest of Morro Bay, California, and off Manchester Beach, northeast of Point Arena, California. To mitigate possible impacts to marine wildlife during this project, Global Marine submitted a Marine Wildlife Contingency Plan that included measures to reduce or eliminate possible adverse impacts. As a supplement to this plan, the California State Lands Commission requested that all pinniped haul-out sites in or near the project areas be located and identified. The commission further requested that measures to reduce or avoid impacts to such haul-out sites be proposed.

This issue has been addressed in MM [Mitigation Measure] BIO-7, Avoidance of Pinniped Haul-out Sites. This mitigation measure imposed various conditions for the survey vessel and mitigation monitors to follow if it approached within 300 meters of any pinniped haul-out site. The measure also prohibited the survey vessel from approaching any closer than 91 meters of any haul-out site. The locations of the nearest haul-out sites relative to the survey areas were not provided, however. The following sections identify the locations of haul-out sites near the survey areas.

**Montaña de Oro**

The nearshore termini of several fiber-optic cable survey routes are located over 1 nautical mile (1852 meters) from the nearest pinniped haul-out site. This haul-out site is on some rock outcrops near Corallina Cove in Montaña de Oro State Park, south of the

cable termini. Here, small numbers of Pacific harbor seals (*Phoca vitulina richardii*) haul out to rest and get warm. From the cable termini, the cable survey route extends northwest, then west and progressively farther away from this haul-out site. Even assuming that harbor seals could discern the cable vessel at this range, it is extremely unlikely that any disturbance would occur. Since the seals haul out among the rocks, it is more likely that the cable vessel would be hidden from view. Considering that the haul-out site lies more than six times the distance at which any mitigation measures have been proposed, no further measures should be necessary.

Harbor seals also haul out in the Morro Bay Estuary and along the mudflats of the bay, but these sites are hidden from view of the cable survey routes by a long stretch of sandy beach bordering the west side of the bay and by the breakwaters at the entrance to the bay. Moreover, these sites are even farther away from the cable survey routes.

### **Manchester Beach**

Two of the cable routes to be surveyed lie off Manchester Beach, northeast of Point Arena more than 2 nautical miles (4000 meters) and northwest from the mouth of Brush Creek. From its terminus, Japan-U.S. Cable Segment 9 extends west-northwest from shore, then after it passes north of Point Arena, it veers west-southwest. At no point is it closer than 2 nautical miles from Pt. Arena. Japan-U.S. Cable Segment 8 travels north, then north-northwest of Pt. Arena, eventually veering to the north-northwest and offshore. It is consistently farther from Pt. Arena than the other cable segment.

The closest haul-out sites to the two cable survey routes are just off Point Arena and farther south, where varying numbers of harbor seals haul out depending on tides and sea conditions. Other sites exist north of the cable termini some 3 nautical miles (6000 meters). Considering the distance of these sites from the cable survey routes, no disturbances to the harbor seals are anticipated and no further mitigation measures should be necessary.



# **ATTACHMENT 5**



## **CALIFORNIA SPILL NOTIFICATION REQUIREMENTS:**

Within 30 minutes, the following notifications must be made if:

- There is an oil spill.
- There is a threat of pollution
- There is a drill or exercise.

<b>Qualified Individual:</b>	<b>24 Hour Telephone Number:</b>
ECM Maritime Services, LLC:	+1.203.857.0444 or +281.464.3328

<b>Agency:</b>	<b>24 Hour Telephone Number:</b>
USCG National Response Center:	+1.800.424.8802 or +1.202.267.2675
CA Office of Emergency Services:	+1.800.852.7550 or +1.916.845.8911

<b>OSRO:</b>	<b>24 Hour Telephone Number:</b>
Marine Spill Response Corporation:	+1.800.645.7745 or +1.703.326.5600

<b>Emergency Services:</b>	<b>24 Hour Telephone Number:</b>
Resolve Salvage & Fire (Americas) Inc.	+954.764.8700

**Put this placard in a conspicuous place on the bridge when operating in California State waters.**

Purpose	State of California Non Tank Vessel Oil Spill Contingency Plan  <b>Purpose</b>	Page 1 Date: 01.01.14 Rev. No.: 0-2014
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## PURPOSE:

The *California Code of Regulations (825.01-827.02)* requires that the non tank vessel contingency plan be organized into at least two separate volumes: an initial response manual and a principal volume with related appendices. **The vessel is only required to maintain the initial response activity manual onboard.**

The *Initial Response Activity Manual* is suitable for:

- on-scene use in the event of a spill, which summarizes the key notification information as outlined in Chapter 8 of the principal volume of the *California Non Tank Vessel Oil Spill Contingency Plan - Principal Volume*; and
- the initial shipboard response actions necessary to minimize the impact of a spill on the marine waters of the state of California.

The Master is expected to implement the vessel's approved Shipboard Oil Pollution Emergency Plan (SOPEP), to ensure the safety of the crew, vessel and the environment.

The *Initial Response Activity Manual* is not intended to replace the principal volume of the *California Non Tank Vessel Oil Spill Contingency Plan*, but to ensure an efficient and immediate response to a spill.



<b>1.1</b>	State of California Non Tank Vessel Oil Spill Contingency Plan <b>Initial Response Activity Manual</b>	Page 1 Date: 01.01.14 Rev. No.: 0-2014
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## 1.0 NOTIFICATION PROCEDURES:

The following Notification Procedures were incorporated from Chapter 8 of the principal volume of the *California Non Tank Vessel Oil Spill Contingency Plan*. The notifications, listed by priority, are to be followed in the event of an oil discharge or threat of an oil discharge in California State waters. **The vessel Master is responsible to make the initial notifications. However, the Master may appoint the Qualified Individual (QI) to make the required notifications on his behalf.**

## 1.1 MANDATORY NOTIFICATION WITHIN 30 MINUTES:

<b>Agency:</b>	<b>24 Hour Telephone Number:</b>
<b>Qualified Individual/Spill Management Team:*</b>  <b>ECM Maritime Services, LLC</b> 1 Selleck Street 5 <sup>th</sup> Floor, Suite 511 Norwalk, CT 06855	See the placard in front of plan
<b>Terminal (if at dock)</b>	On board vessel
<b>USCG National Response Center:</b>	See the placard in front of plan
<b>CA Office of Emergency Services:</b>	See the placard in front of plan

All notifications made from the ship will be recorded in the ship's log. The log entry will identify the person notified, the date and time, and any control number(s) issued by the contacted agency.

*\*As soon as the Qualified Individual receives notification of a spill incident from a vessel master, he/she will follow up all of the Master's notifications. In addition, the Qualified Individual will carry out any notifications that have not been made by the Master.*

## 1.2 CONTRACTED OIL SPILL REMOVAL ORGANIZATIONS (OSRO):

The procedure for contracting the spill response contractor in each of the six Geographic Regions of operations within 30 minutes of an event will be in accordance with the OSRO's approval rating from the State of California.

The following list identifies the OSROs and their contact numbers, and the Geographic Region(s) in which they are approved to operate.

- |                              |                                    |
|------------------------------|------------------------------------|
| 1. North Coast               | 4. LA/Long Beach (Northern Sector) |
| 2. San Francisco Bay & Delta | 5. LA/Long Beach (Southern Sector) |
| 3. Central Coast             | 6. San Diego                       |

<b>Company:</b>	<b>24 Hour Telephone Number:</b>	<b>Geographic Regions</b>
<b>Oil Spill Removal Organization (OSRO):</b>	See the placard in front of plan	1,2,3,4,5,6

<b>1.2</b>	State of California Non Tank Vessel Oil Spill Contingency Plan <b>Initial Response Activity Manual</b>	Page 2 Date: 01.01.14 Rev. No.: 0-2014
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### 1.3 SALVAGE, FIREFIGHTING, LIGHTERING:

Company:	24 Hour Telephone Number:	Geographic Regions
Emergency Services:	See the placard in front of plan	1,2,3,4,5,6

### 1.4 USCG LOCAL MARINE SAFETY OFFICES:

Agency:	Telephone Number:
USCG Sector Los Angeles/Long Beach:	+1.310.521.3801
USCG Sector San Francisco:	+1.415.399.3547
USCG Sector San Diego:	+1.619.278.7033

### 1.5 WILDLIFE REHABILITATION:

Agency:	Telephone Number:
CA Oiled Wildlife Care Network:	+1.877.823.6926

### 1.7 CHECKLIST FOR NOTIFICATIONS AND FOLLOW UP REPORTING

When making notifications, the information on the *IMO Vessel Oil Spill Incident Reporting Form*, on the following page, is to be included in the notification to the Qualified Individual (QI), the California Office of Emergency Services, and the US Coast Guard.

**NOTE:**

Immediate notification shall never be delayed due to incomplete information. Make the Initial Notification with the information you have available, then work to obtain the missing information.

*Remember, always give your vessel's contact information (Inmarsat or telephone number) to the person receiving your report in the event of a communications disconnect.*

### 1.8 FOLLOW-UP NOTIFICATION

An updated estimate of the volume of oil spilled and the volume at immediate risk of spillage, will be reported to the California Office of Emergency Services (see Section 1.1 of the *Initial Response Activity Manual*)\* whenever a significant change in the amount reported occurs, but not less than **every 12 hours within the first 48 hours of the response.**

<h1>1.3</h1>	<p>State of California Non Tank Vessel Oil Spill Contingency Plan <b>Initial Response Activity Manual</b></p>	<p>Page 3 Date: 01.01.14 Rev. No.: 0-2014</p>
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## 1.9 FIRST 24-HOURS OF SPILL RESPONSE PROCEDURES

The Master will activate the vessel's approved *Shipboard Oil Pollution Emergency Plan* (SOPEP) immediately when an oil spill has occurred. The procedures in the SOPEP plan provide the necessary guidance for the first 24 hours of a spill response. The Master will work in conjunction with the Qualified Individual, Federal On-Scene Coordinator, and the California State Administrator to mitigate the spill.

A copy of the vessel's SOPEP approval letter can be found on board the vessel, as well as in **Appendix 1** of the principal volume of the *California Non Tank Vessel Oil Spill Contingency Plan*. A copy of the principal volume of the *California Non Tank Vessel Oil Spill Contingency Plan* has been forwarded to the California Department of Fish & Game, the owner/operator, and the Qualified Individual in accordance with the California regulations.

<b>Appendix I</b>	State of California Non Tank Vessel Oil Spill Contingency Plan Principal Volume <b>Vessel Specific Information</b>	WAVE VENTURE Appendix 1 Page 1 Date: 01.01.14 Rev. No.: 0-2014
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## Appendix I Vessel Specific Information

### A1.1 Vessel Information:

Name of Vessel:	<b>WAVE VENTURE</b>			
California COFR No.:	5-0999-000-011			
Country of Registry:	UK			
Year Built:	1982			
Call Sign:	MZD07			
Official Number:	902722			
IMO / Lloyd's Number:	8027810			
Type of Vessel:	Cable Ship			
Hull Type:	Single			
Gross Tonnage:	10076			
Length:	141.4	meters	463.9	feet
Draft:	6.1	meters	20.0	feet
Beam:	19.38	meters	63.5	feet
<b>Fuel Amounts:</b>				
Max. Fuel Amount:	990.4	m <sup>3</sup>	6229.5	bbls
Single Largest Tank:	24.2	m <sup>3</sup>	152.2	bbls
<b>Documents/Certificates:</b>				
MSDS location on vessel:	Ships office			
SCC & IOPP location on vessel:	Ships office – available for review			
Bunkering Procedures:	Ships office – available for review			

### A1.2 Owner Information:

Company:	Global Marine Systems Ltd.
Address:	(See A1.3)

### A1.3 Operator/Manager Information:

Company:	Global Marine Systems Ltd.
Address:	New Saxon House, 1 Winsford Way Boreham Interchange, Chelmsford, CM2 5PD, UK.
Telephone:	+44 1245 702000
24 Hour Telephone:	+44 7831 639070
Fax:	+44 1245 702210
Email:	Jae.Jones@globalmarinesystems.com

### Owner/Operator Primary Contact Information:

Name:	Simon Hibberd
Home Phone:	+44 1326 250361
Mobile:	+44 7917 123145

### Owner/Operator Secondary Contact Information:

Name:	John Breckenridge
Mobile:	+44 7974 731416



<b>Appendix I</b>	State of California Non Tank Vessel Oil Spill Contingency Plan Principal Volume <b>Vessel Specific Information</b>	WAVE VENTURE Appendix 1 Page 2 Date: 01.01.14 Rev. No.: 0-2014
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**A1.4 P&I Club:**

Company:	The Shipowners Mutual Protection & Indemnity Association
Office Phone:	+44 20 7488 0911
24 Hrs. Phone:	+44 20 7488 0911

**A1.5 Hull Underwriter:**

Company:	AON Limited
Office Phone:	+44 20 7623 5500
24 Hrs. Phone:	+44 20 7623 5500
Fax:	+44 20 7621 1511

**A1.6 Classification Society:**

Company:	American Bureau of Shipping
Office Phone:	+44 207 247 3255
Fax:	+44 207 375 3236

**A1.7 Agent for Service of Process:**

Company:	ECM Maritime Services, LLC.
	See Chapter 1 – 1.5 for contact details

**A1.8 Planning Volume:**

The reasonable worst case spill volume is based on the total volume of the single largest fuel tank of all the non tank vessels covered in this plan.

RWCD: (in bbls)	On file with the California Department of Fish and Wildlife CORE PLAN
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State of California - The Natural Resources Agency  
DEPARTMENT OF FISH AND GAME  
Office of Spill Prevention and Response  
1700 K Street  
Post Office Box 944209  
Sacramento, CA 94244-2090  
(916) 327-9943  
[www.dfg.ca.gov](http://www.dfg.ca.gov)

EDMUND G. BROWN, Jr. Governor  
CHARLTON H. BONHAM, Director



March 5, 2012

*Via Email*

Mr. Ryan Brunelle,  
ECM Maritime Services, LLC  
1 Selleck Street, 5th Floor - Suite 511  
Norwalk, CT 06855

Dear Mr. Brunelle:

Your California NonTank Vessel Oil Spill Contingency Plan submittal, dated February 29, 2012, has been reviewed for compliance with the California Code of Regulations Title 14, Chapter 3, Subchapter 4, Sections 825, 826, and 827. Based on this review the following plan is approved:

**Global Marine Systems Ltd.**

**Control # 08-05-3417**

A copy of this letter should be kept aboard each vessel covered by this contingency plan and must be presented to a bunkering company prior to transferring oil in California Marine Waters. **This approval expires on March 5, 2017.**

Your California NonTank Vessel Oil Spill Contingency Plan must be kept current at all times. Promptly send plan revisions to all plan recipients. When submitting plan revisions, use the letterhead address, with "Attention: Preparedness Branch".

The current California regulations regarding Oil Spill Contingency Plans can be located through the internet at:

<http://www.dfg.ca.gov/ospr/index.html>

Printed regulations can be obtained by contacting Barclay's Publishing House at telephone number (800) 888-3600.

We appreciate your efforts to improve the safety of California's marine environment. If you have any questions regarding this approval, please contact the above number.

Sincerely,

Christopher Klumpp  
Readiness Unit Supervisor

Enclosure: Vessel List



**Global Marine Systems Ltd.**  
**Contingency Plan Control # 08-05-3417**  
**Approved Date: March 5, 2012**

<u>Vessel</u>	<u>IMO</u>	<u>Status</u>
1. WAVE VENTURE	8027810	Compliant

# **ATTACHMENT 6**

**INTERNATIONAL AIR POLLUTION PREVENTION CERTIFICATE**

Issued under the provisions of  
the Protocol of 1997, as amended by resolution MEPC.176(58) in 2008,  
to amend the International Convention for the Prevention of Pollution from  
Ships, 1973, as modified by the Protocol of 1978 related thereto  
(hereinafter referred to as "the Convention")  
under the authority of the Government of:

**United Kingdom of Great Britain and Northern Ireland**

(Name of State)

**by American Bureau of Shipping**

**Particulars of Ship**

Name of Ship		Distinctive Number or Letters	
WAVE VENTURE		902722 MZDO7	
IMO Number <sup>1</sup>	Port of Registry	Gross Tonnage	
8027810	London	10076	

**THIS IS TO CERTIFY:**

1. That the ship has been surveyed in accordance with regulation 5 of Annex VI of the Convention; and
2. That the survey shows that the equipment, systems fittings, arrangements and materials fully comply with the applicable requirements of Annex VI of the Convention.

This Certificate is valid only when Supplement IAPPC-VI 2008 issued at Vancouver, BC, Canada  
on 31 March 2015 is attached.

This certificate is valid until 23 February 2017 <sup>2</sup> subject to surveys in accordance with regulation 5 of Annex VI of the Convention.

Completion date of the survey on which this certificate is based: 24 February 2012

Issued at Vancouver, BC, Canada on 31 March 2015  
(Place of Issue of Certificate) (Date of Issue)



**Gao, Renguo, Vancouver Port**  
Surveyor, American Bureau of Shipping

<sup>1</sup> In accordance with IMO ship identification number scheme, adopted by the Organization by resolution A.600(15).

<sup>2</sup> Insert the date of expiry as specified by the Administration in accordance with regulation 9.1 of Annex VI of the Convention. The day and month of this date correspond to the anniversary date as defined in regulation 2.3 of Annex VI of the Convention, unless amended in accordance with regulation 9.8 of Annex VI of the Convention.

**ENDORSEMENT FOR ANNUAL AND INTERMEDIATE SURVEYS**

**THIS IS TO CERTIFY** that at a survey required by regulation 5 of Annex VI of the Convention the ship was found to comply with the relevant provisions of that Annex:

Annual Survey:

Signed:

*(Surveyor, American Bureau of Shipping)*

Place:

Date:

Annual / Intermediate<sup>3</sup> Survey:

Signed:

*(Surveyor, American Bureau of Shipping)*

Place:

Date:

Annual / Intermediate<sup>3</sup> Survey:

Signed:

*(Surveyor, American Bureau of Shipping)*

Place:

Date:

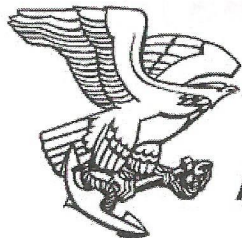
Annual Survey:

Signed:

*(Surveyor, American Bureau of Shipping)*

Place:

Date:

**ABS**<sup>3</sup> Delete as appropriate



### ANNUAL / INTERMEDIATE SURVEY IN ACCORDANCE WITH REGULATION 9.8.3

**THIS IS TO CERTIFY** that, at an annual / intermediate<sup>3</sup> survey in accordance with Regulation 9.8.3 of Annex VI of the Convention, the ship was found to comply with the relevant provisions of that Annex.

(Surveyor: American Bureau of Shipping)

(Surveyor, American Bureau of Shipping)

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.....

**ENDORSEMENT TO EXTEND THE CERTIFICATE IF VALID FOR LESS THAN  
5 YEARS WHERE REGULATION 9.3 APPLIES**

The ship complies with the relevant provisions of the Annex, and this Certificate shall, in accordance with Regulation 9.3 of Annex VI of the Convention, be accepted as valid until

---

(Surveyor, American Bureau of Shipping)

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## ENDORSEMENT WHERE THE RENEWAL SURVEY HAS BEEN COMPLETED AND REGULATION 9.4 APPLIES

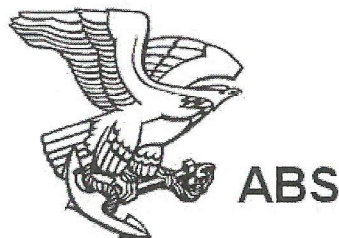
The ship complies with the relevant provisions of the Annex, and this Certificate shall, in accordance with Regulation 9.4 of Annex VI of the Convention, be accepted as valid until

---

(Surveyor, American Bureau of Shipping)

---

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3 Delete as appropriate

**ENDORSEMENT TO EXTEND THE VALIDITY OF THE CERTIFICATE  
UNTIL REACHING THE PORT OF SURVEY OR FOR A PERIOD OF GRACE  
WHERE REGULATION 9.5 OR 9.6 APPLIES**

This Certificate shall, in accordance with regulation 9.5 or 9.6<sup>3</sup> of Annex VI of the Convention, be accepted as valid until \_\_\_\_\_

Signed: \_\_\_\_\_

*(Surveyor, American Bureau of Shipping)*

Place: \_\_\_\_\_

Date: \_\_\_\_\_

**ENDORSEMENT FOR ADVANCEMENT OF ANNIVERSARY DATE  
WHERE REGULATION 9.8 APPLIES**

In accordance with Regulation 9.8 of Annex VI of the Convention, the new anniversary date is \_\_\_\_\_

Signed: \_\_\_\_\_

*(Surveyor, American Bureau of Shipping)*

Place: \_\_\_\_\_

Date: \_\_\_\_\_

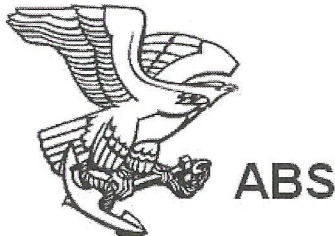
In accordance with Regulation 9.8 of Annex VI of the Convention, the new anniversary date is \_\_\_\_\_

Signed: \_\_\_\_\_

*(Surveyor, American Bureau of Shipping)*

Place: \_\_\_\_\_

Date: \_\_\_\_\_



<sup>3</sup> Delete as appropriate



**SUPPLEMENT TO**  
**INTERNATIONAL AIR POLLUTION PREVENTION CERTIFICATE**  
**(IAPP CERTIFICATE)**

**RECORD OF CONSTRUCTION AND EQUIPMENT**

**Notes:**

1. This Record shall be permanently attached to the IAPP Certificate. The IAPP Certificate shall be available on board the ship at all times.
2. The Record shall be at least in English, French or Spanish. If an official language of the issuing country is also used, this shall prevail in case of a dispute or discrepancy.
3. Entries in boxes shall be made by inserting either a cross (x) for the answer "yes" and "applicable" or a (-) for the answers "no" and "not applicable" as appropriate.
4. Unless otherwise stated, regulations mentioned in this Record refer to regulations of Annex VI of the Convention and resolutions or circulars refer to those adopted by the International Maritime Organization.

**1 Particulars of ship**

1.1 Name of ship: WAVE VENTURE

1.2 IMO number: 8027810

1.3 Date on which keel was laid or ship was at a similar stage of construction: January 1982

1.4 Length (L)\* metres: -

\* Completed only in respect of ships constructed on or after 1 January 2016 that are specially designed, and used solely, for recreational purposes and to which, in accordance with regulation 13.5.2.1, the NO<sub>x</sub> emission limit as given by regulation 13.5.1.1 will not apply.

**2 Control of emissions from ships****2.1 Ozone-depleting substances (regulation 12)**

2.1.1 The following fire-extinguishing systems, other systems and equipment containing ozone-depleting substances, other than hydrochlorofluorocarbons (HCFCs), installed before 19 May 2005 may continue in service:

System or Equipment	Location on board	Substance

2.1.2 The following systems containing hydrochlorofluorocarbons (HCFCs) installed before 1 January 2020 may continue in service:

System or Equipment	Location on board	Substance

## 2.2 Nitrogen oxides (NO<sub>x</sub>) (regulation 13)

Supplement No.: 82147301-2839290-003

2.2.1 The following marine diesel engines installed on this ship comply with the applicable emission limit of regulation 13 in accordance with the revised NO<sub>x</sub> Technical Code 2008:

	Engine #1	Engine #2	Engine #3	Engine #4	Engine #5	Engine #6	Engine #7	Engine #8	Engine #9	Engine #10	Engine #11	Engine #12
Manufacturer and model	-	-	-	-	-	-	-	-	-	-	-	-
Serial number												
Use												
Power output (kW)												
Rated speed (rpm)												
Date of installation (dd/mm/yyyy)												
Date of major conversion (dd/mm/yyyy) Reg. 13.2.2												
Date of major conversion (dd/mm/yyyy) Reg. 13.2.3												
Exempted by regulation 13.1.1.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tier I Reg. 13.3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tier II Reg. 13.4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tier II Reg. 13.2.2 or 13.5.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tier III Reg. 13.5.1.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Approved method exists	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Approved method not commercially available	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Approved method installed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2.3 Sulphur oxides (SO<sub>x</sub>) and particulate matter (regulation 14)

2.3.1 When the ship operates outside of an Emission Control Area specified in regulation 14.3, the ship uses:

.1 fuel oil with a sulphur content as documented by bunker delivery notes that does not exceed the limit value of:

- 4.50% m/m (not applicable on or after 1 January 2012); or
- 3.50% m/m (not applicable on or after 1 January 2020); or
- 0.50% m/m, and/or

-
X
X

.2 an equivalent arrangement approved in accordance with regulation 4.1 as listed in 2.6 that is at least as effective in terms of SO<sub>x</sub> emission reductions as compared to using a fuel oil with a sulphur content limit value of:

- 4.50% m/m (not applicable on or after 1 January 2012)
- 3.50% m/m (not applicable on or after 1 January 2020)
- 0.50% m/m

-
-
-

2.3.2 When the ship operates inside an Emission Control Area specified in regulation 14.3, the ship uses:

.1 fuel oil with a sulphur content as documented by bunker delivery notes that does not exceed the limit value of:

- 1.00% m/m (not applicable on or after 1 January 2015); or
- 0.10% m/m, and/or

-
X

.2 an equivalent arrangement approved in accordance with regulation 4.1 as listed in 2.6 that is at least as effective in terms of SO<sub>x</sub> emission reductions as compared to using a fuel oil with a sulphur content limit value of:

- 1.00% m/m (not applicable on or after 1 January 2015)
- 0.10% m/m

-
-

## 2.4 Volatile organic compounds (VOCs) (regulation 15)

2.4.1 The tanker has a vapour collection system installed and approved in accordance with MSC/Circ.585

-
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2.4.2.1 For a tanker carrying crude oil, there is an approved VOC Management Plan

-
---

2.4.2.2 VOC Management Plan approval reference:

-
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## 2.5 Shipboard incineration (regulation 16)

2.5.1 The ship has an incinerator:

.1 installed on or after 1 January 2000 which complies with resolution MEPC.76(40), as amended

X
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.2 installed before 1 January 2000 which complies with:

- resolution MEPC.59(33)
- resolution MEPC.76(40)

-
-

2.6 *Equivalents* (regulation 4)


The ship has been allowed to use the following fitting, material, appliance or apparatus to be fitted in a ship or other procedures, alternative fuel oils, or compliance methods used as an alternative to that required by this Annex:

System or Equipment	Equivalent Used	Approval Reference

**THIS IS TO CERTIFY** that this Record is correct in all respects.

Issued at Vancouver, BC, Canada on 31 March 2015  
(Place of issue) (Date of issue)



  
Gao, Renguo, Vancouver Port  
(Surveyor, American Bureau of Shipping)

# **ATTACHMENT 7**



## GLOBAL MARINE SYSTEMS LIMITED

### VERIFICATION OF EQUIPMENT SERVICE AND/OR MAINTENANCE

Global Marine Systems Limited (GMSL) conducts routine inspection and maintenance of its acoustic-generating equipment at least monthly to ensure that low energy geophysical survey equipment used during survey activities remains in proper working order and to verify that the sound source levels are within the manufacturer's equipment specifications.

The GMSL equipment to be used in the surveys of the cables placed pursuant to California State Lands leases PRC 8154.1, PRC 8278.1, PRC 8203.1, PRC 8204.1, PRC 8144.1, and PRC 8141.1 was last inspected on the 8<sup>th</sup> June 2015.

Additionally, all acoustic-generating equipment obtained from third party vendors has been tested by the vendor prior to shipping and will be inspected and tested by GMSL to ensure the equipment is operating properly prior to deploying it for use in these surveys.

GLOBAL MARINE SYSTEMS LIMITED

By: Paul Stalley 10/6/15  
Paul Stalley  
Assistant Maintenance Agreement Manager